

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:27 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 348 Const Calendar Day: 589 Date: 14-Jan-2014 Tuesday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Inspector: Victor Altamirano (8 hours regular and 6 hours OT)

Date: 011414

Location: West of OTD building test area

Weather: 50 Deg.

Field Work –

Workers were attaching hoses to the secondary 500 ton jacks for TR 7. They also began setting up the fencing on the south side of test rigs 1 – 4. Workers used the extendable forklift to move a 20' k-rail to elevate VGO wire box. The laborer vacuumed some of the NaCl at TR 6 in the wet chamber after a leak test was performed and the solution was leaking from the grommet. A worker pushed in some of the adeka string back inside the grommet and also applied another bead of caulking. The laborer used a cutting saw to cut part of the lid on the traffic plate at TR 7 to clear the handle of the wrench.

9:24am - I called Mets inspector and let him know that VGO was going to start doing pH and reference electrode work. They started at TR 11 and worked their way down to TR 5. TR 6 was skipped given that the rod was not under load. They finished around 10am and I let the Mets inspector know we were done.

3rd Load Step for TR 7:

Increased pressure to 3500psi

Increased pressure to 3800psi

10:33am - AE Check

Tightened nut.

Pressure off.

Increased pressure to 3800psi

AE Check

10:36 - Tightened nut.

Good! Close to our target jacking load.

3rd Load Step for TR 8:

Increased pressure to 3400psi

Increased pressure to 3700psi

10:40am - AE Check

Tightened nut.

Pressure off.

Good! Close to our target jacking load.



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4th Load Step for TR 9:
Increased pressure to 3800psi
Increased pressure to 4100psi
10:45am - AE Check
Tightened nut.
Pressure off.
Increased pressure to 4100psi
Increased pressure to 4130psi
Increased pressure to 4175psi
10:59am - AE Check
11:02 – Tightened nut.
Pressure off.
Good! Close to our target jacking load.

5th Load Step for TR 10:
Increased pressure to 4100psi
Increased pressure to 4400psi
11:06am - AE Check
11:12am - Tightened nut.
Pressure off.
11:14 - Increased pressure to 4400psi
AE Check
11:16am - Tightened nut.
Pressure off.
Good! Close to our target jacking load.

6th Load Step for TR 11:
Increased pressure to 4400psi
Increased pressure to 4450psi
Increased pressure to 4700psi
Increased pressure to 4780psi
AE Check
11:27am - Tightened nut.
Pressure off.
Increased pressure to 4800psi
AE Check
11:31am - Tightened nut.
Pressure off.
Increased pressure to 4800psi
AE Check
11:36am - Tightened nut.
Pressure off.
Increased pressure to 4800psi
AE Check
11:41am - Tightened nut.
Pressure off.
Good! Close to our target jacking load.

2nd Load Step for TR 5:
Increased pressure to 1000psi
Increased pressure to 1100psi
Increased pressure to 1200psi
Increased pressure to 1250psi
11:50am - AE Check
11:51am - Tightened nut.
Pressure off.



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Increased pressure to 1300psi
AE Check
11:53am - Tightened nut.
Pressure off.
Good! Close to our target jacking load.

1st Load Step for TR 6:

Increased pressure to 1800psi
Increased pressure to 1850psi
Increased pressure to 2100psi
Increased pressure to 2200psi
Increased pressure to 2300psi
AE Check
12:47pm - Tightened nut.
Pressure off.
Increased pressure to 2100psi
Increased pressure to 2200psi
Increased pressure to 2300psi
Increased pressure to 2375psi
Increased pressure to 2400psi
Increased pressure to 2500psi
12:52 - AE Check
12:53pm - Tightened nut.
Pressure off.
Good! Close to our target jacking load.

After tensioning, workers were placing couplers, nuts and washers into wooden box for storage to use for future testing. I informed Mets that a worker was going to re-caulking the grommet at TR 11, 10, 9, and 7. The caulking on TR 5 & 8 was good and there was no need to re-caulk the grommet. A laborer was cleaning around the jobsite.

ABF engineer: K. Chen (8 hours regular hours)

Office Work -

I finalized diaries and extra work bills.

Equipment -

4 radios for 19.5 regular hours.
Kubota Cart for 8 regular hours.
110 kW Generator for 4 regular hours.
Extendable Forklift for 1 regular hours.

20' K-rail (26 k-rails were being rented for the Department).
10' k-rail (7 k-rails were being rented for the Department).
Fourteen (14) total 12"x12" crane mats that were 5'x16' each.
Four (4) total 12"x12" crane mats that were 5'x7' each.
Twenty-six (26) total 12"x12" crane mats that were 5'x8' each.

CCO-314 Bid Item: 001 0-RRR-EFA.314 E2 Remove, Replace & Test Rods

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	FOR	JAMES STURGEON	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Ironworker	APP	JARED GARRETT	2.00	0.50	0.00	2.50		<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	8.00	0.00	0.00	8.00		<input type="checkbox"/>



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Job Name: 04-0120F4 **Inspector Name** Altamirano, Victor **Diary #:** 348 **Date:** 14-Jan-2014 **Tuesday**

Semi-Skilled Laborer JNM	CARLOS GARCIA	6.00	0.00	0.00	6.00	<input type="checkbox"/>
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